



Public Questions In Writing

Ordinary Council Meeting – 18 November 2025

Matthew Morgan - Bayswater

Subject: Traffic calming Maylands Peninsula

Question 1

On 15 May 2025 a child travelling to school on the footpath to MPPS was ran over by a car exiting the car park of Bayswater Mazda. This is a business registered with the City of Bayswater. Why have there been no safety improvements to this exit such as the addition of speed bumps since this incident?

Response 1

The crossover serves as access to the adjoining car park, which is an approved development located on private property. Traffic-calming devices such as speed bumps are not typically installed on crossovers, and the City does not have the authority to install or require such treatments within private property. However, the City will request that the property owner review the car park layout and consider appropriate safety improvements as part of their ongoing site management responsibilities.

Question 2

Your answer at the 28 October 2025 council meeting for Traylen road, Bayswater not being considered in the Long-term Cycling Network plan was that question has been previously answered in the Minutes for motion 20 at 29 April 2025 council meeting. Where do these minutes specifically refer to the “Long-term Cycle Network” to answer the original question that was asked?

Response 2

The question from the 28 October 2025 Ordinary Council Meeting was in relation to why the original motion 20 from the 2025 Annual General Meeting was not adopted by Council. The answer to the question is explained and recorded in the minutes of that meeting. A long-term cycle network on Traylen Road can still be provided regardless of the treatment applied at the Guildford Road intersection.

Question 3

Your reason for Traylen Road not receiving any left-in left-out road treatment regarding item 10.3.2 at 28 October 2025 council meeting was there is no left slip lane at Garratt/Stone proposed Signalised intersection. However, there is also no right slip lane for Williamson and Milne Street, and these streets are receiving left-in left-out road treatment. Is your department being consistent with Traylen Road not receiving the same treatment?

Response 3

The left-in-left-out treatments were proposed by Main Roads WA to facilitate the operation of the proposed traffic signals at Stone Street and Garratt Road.

The answer given at the 28 October 2025 Council meeting was in response to a question regarding the potential for northbound traffic on Garratt Road rat-running through Stone Street.